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REPORT

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China

DATE DISTR. 2 Nov. 54

**The Pearl Beach Ship Building Yard/
Earlier Looting of Dairen's Industries/
The Crane Factory**

NO. OF PAGES 2

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Case 14079

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NO. OF ENCLS. 1
(LISTED BELOW)

INFORMATION	

SUPPLEMENT TO

DATE OF INFORMATION

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1. [redacted] the area at Pearl Beach, about five kilometers west of Hoshigaura, where the ship building yard was located. It was still in a state of destruction and there was no activity. The dock appeared to be filled with dirt although its walls were still intact. There had been a crane of 60 ton capacity, but it had been removed to Dairen's Machine Plant No 17 [redacted]. It had been planned to repair the crane and send it to the USSR, but this had not been done as no Soviet order for it was placed. The crane's three electric motors had been removed and sent to the USSR [redacted]. Its hook and other parts were missing. [redacted] Its hook and other parts were laid a railway line from the present location of Machine Plant No 17 to Pearl Beach. The line, which is single track and standard gauge, crosses a channel near the dock. This railway line has steep grades and sharp curves. [redacted] the line was still in use, because there was one or more railway naval guns placed on it. The shipyard was not guarded in any way or protected from possible further looting. [redacted] See Enclosure A for a rough sketch indicating location of the Pearl Beach shipyard. /

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2. [] constructed the ship building yard [] The yard was to manufacture seagoing steamships of reinforced concrete. They were to be freighters, perhaps up to 6000 tons. The wartime shortage of metal and the convenience of the Onoda cement plant being located in Dairen [] decide on concrete ships. []
[] However, there was one completed ship in Dairen Port [] It had [] four holds and a twin deck. The incomplete hull of another concrete ship remained in the dock. Over 5000 conscripted Chinese laborers must have been used at the yard to build the dock and to construct the ships. The shipyard was never completed. Even the grounds had not been fully levelled. A small

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river, held back by a bar, meandered through the grounds. The main facilities of the shipyard consisted of: the one dock (completed), the 60 ton crane, the railway line, temporary shop buildings, and workers' barracks. [] there was no interest in restoring and completing the Pearl Beach ship building yard, because the extensive facilities of Dalcock were quite sufficient and the primary need was for ship repair rather than for ship building.

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4. If Communist reports refer to "the Dairen crane factory," it certainly must be a reference to Machine Plant No 17 in Dairen.

5. In connection with Soviet looting of Dairen's electrical industries, []

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[] The Soviet Army in Dairen furnished protection from Chinese looting only for the railway shops, Dalcock, Dairen Port, and electric power stations. The Suzuki pipe plant (later Machine Factory No 17) also had a Soviet sentry, but this was arranged on the initiative of the plant director. The Soviets took some equipment from the power stations, but there was still more than enough electricity because the Yalu power station was then in operation. There was much looting by the Soviets and the Chinese. The Soviets, for example, took much machinery from Dairen Kikai. [] the electrical industry in Dairen, and specifically the electric bulb and electric motor plants, must have also suffered before DAIREN (the electric complex of Dairen, or Dairen) was formed by the Soviets []

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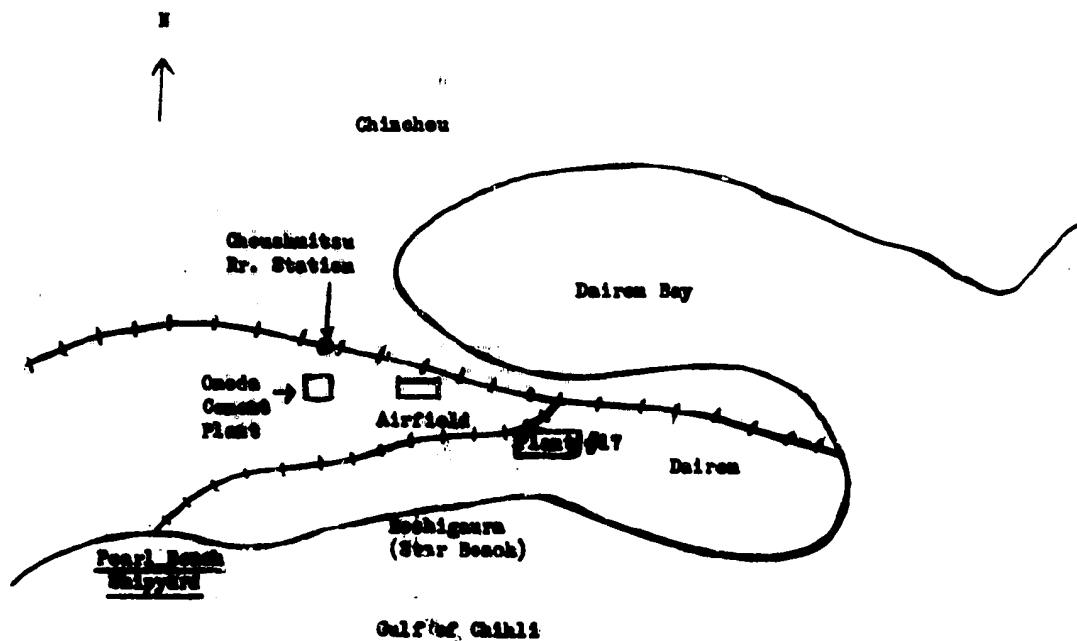
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Enclosure A - The Pearl Beach Ship Building Yard near Dairen.
Rough sketch, not to scale, [redacted]

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